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INTRODUCTION

1. The report on the second phase of the UNTACDA programme gives a general review of the programme as well as specific details on the overall implementation of the programme up to the end of 1986.

2. A substantial section of the report is devoted to the analysis of the implementation of the programme on a mode-by-mode basis, with emphasis on the immediate past period - since this has been a period of substantive activities in the implementation of the programme.

3. The report also contains a brief review of the extent of international support and co-operation for the programme as well as a review of developments of significance to the programme.

I. OVERVIEW AND SUMMARY

4. As it happens every two years when the Conference of Ministers of Transport, Communications and Planning meets, 1986 was significant for the major decisions that the Ministers took during their fifth meeting held in Harare, Zimbabwe, from 10 to 12 March.

5. One of the most important items on the agenda of the meeting was the report of the Joint Inspection Unit of the United Nations (JIU) which, over a period of two years, had carried out an assessment of the execution of the first phase programme of the Decade and of the preparation of the second phase. As a result of that assessment, the JIU had made a number of recommendations on which the Ministers pronounced. One recommendation in particular was a response to resolution ECA/UNTACDA/Res.84/44 adopted by the fourth meeting of the Conference of Ministers held in Conakry, Guinea in April 1984 which had recommended that African Governments should adopt the principle of launching a second United Nations Transport and Communications Decade in Africa and had requested ECA, in collaboration with OAU, to prepare a report on such a second Decade. The JIU felt that a two-year period of reflection after the first Decade would be necessary during which an evaluation of the first Decade would be carried out. The fifth meeting of the Conference of Ministers, decided that the evaluation of the first Decade should commence immediately with the active involvement of ADB, UNDP and the World Bank.

6. Another important decision of the Ministers related to the updating of the second phase programme. They decided that ECA should screen all the proposals for new projects for conformity with the criteria laid down by their fourth meeting in Conakry for the inclusion of projects into the Decade programme. ECA was then to recommend to the Bureau of the fifth meeting which projects were to be included or not. At the time of reporting, this exercise has not yet been completed.

7. On the general African economic front, although there were signs of a respite from the drought which had devastated the region during the previous three years, the general economic situation continued to be a cause of concern and a special session of the United Nations General Assembly was held to discuss the problem in June, and a United Nations Programme of Action for African Economic Recovery and Development, 1986-1990 was adopted. Within the framework of the programme, African countries committed themselves not only to continue the restructuring process of their economies and policies, but also to largely mobilize their own resources for the implementation of the Programme of Action. In turn, the international community, particularly bilateral and multilateral donors, pledged its full support in completing Africa's efforts. Transport and communications were, of course, among the key sectors on whose development Africa's recovery would depend.

8. Nineteen eighty-six was also the year when the United Nations Development Programme prepared its programme for the Fourth Programming Cycle under guidelines which accorded a special priority ranking to activities in the fields of transport and communications. Consequently, UNDP allocated a sum of $5 million specifically for UNTACDA projects and the World Bank in association with ECA formulated a two-year transport project for sub-Saharan Africa which will consist of:

(a) Surveys of data sources in sub-Saharan African countries designed to develop a consistent transport data base;

(b) A series of workshops, with appropriate background studies, designed to present known areas of policy options for discussion and use by operational managers and policy decision-makers;

(c) A set of research studies, designed to strengthen policy areas where the factual basis for policy is not yet established.

9. With regard to the implementation of the second phase programme, the number of projects monitored in 1986 was considerably higher than in 1985 with 560 projects being monitored in 1986 against 381 in 1985 or an increase of 68 per cent. The number of projects completed was almost the same proportion of the monitored projects in 1986 as in 1985, the figures being 17 and 16 per cent respectively. The highest sector implementation rate belonged to railways at 56 per cent and the lowest, was shipping. By far, the great majority of the railway projects implemented were regional projects (12 out of 15). Because of this high rate of implementation of regional railway projects, this was the first time that the rate of implementations of regional projects exceeded that of national projects.

10. Within the Decade programme three projects take a pride of place; these are the Regional Satellite Communications System (RASCOM); the Pan-African Telecommunications Network (PANAFTEL) and the Trans-African Highways Programme. RASCOM made impressive progress in 1986 with the funds being completely secured for the feasibility study which is estimated to cost $6 million. A combined meeting of the Trans-African Highways was held in Addis Ababa in October which recommended that the Trans-African Highways Bureau at ECA be reactivated and that it should replace the separate bureaux of the individual Highway Authorities. Such a measure, it is expected, would greatly enhance the efficiency of the secretariat and reduce costs for member States.

11. All specialized agencies of the United Nations and African intergovernmental organizations continue to make their contribution to the implementation of the second phase programme.

12. The hallmark of the resources mobilization effort for the financing of the programme was the first co-financing meeting which was held from 3 to 5 November at Pointe-Noire, Congo. Although three of the four countries whose projects were before donors were unable to attend, the success rate for the one country that did participate, was very high as donors expressed interest in five out of six projects. In terms of money this represents CFAF 36.5 billion out of a total cost of CFAF 41.9 billion or over 80 per cent. The main contributors to the Decade financing continued to be the World Bank (especially for road projects) with ADB also making impressive contribution. As has already been mentioned, the results of the special session of the United Nations General Assembly on the African recovery programme were encouraging with most bilateral and multilateral donors promising to support Africa's efforts in all economic sectors, including the second phase UNTACDA programme.

II. IMPLEMENTATION OF PROJECTS IN THE SECOND PHASE PROGRAMME

13. The approved programme of the second phase of the Decade was updated in 1986 at the fifth meeting of the Conference of Ministers of Transport, Communications and Planning held at Harare, Zimbabwe in March 1986. Of greatest impact was the approval of the deletion of projects from the programme at the request of the member States concerned. The impact of these deletions is shown in table 1.

14. Thus, at year-end 1986, the second phase programme consisted of a total of 1,017 projects costing an estimated $16.534 million at 1984 programmed prices. Undoubtedly, there has been changes in cost estimates as well, but these have not been reflected in the above partial update. Similarly, modifications to existing projects or proposed new projects have not been reflected in this report since the procedures required to include these in the programme have not yet been completed.

15. The analysis of progress that follows is based on projects for which information was obtained by the secretariat as of year-end 1986. Table 2 shows the status of implementation of the projects at year-end 1984, 1985 and 1986.

16. In 1986, a total of 560 projects were monitored, up from 381 in 1985 and 253 in 1984. Out of the 560 projects monitored in 1986, 94 or 17 per cent have been completed and 246 or 44 per cent are still under implementation. The corresponding percentages in 1985 were 12 and 45 respectively. Thus, there has been some improvement in the completion rate.

17. Resources mobilized also showed marked improvement over 1985 reports. A total of $4,643 million is reported secured up to end of 1986, a 22 per cent increase from the 1985 level of $3,793 million.

Sector results

18. In summary, there has been significant progress in the implementation of projects in all the sectors. However, at more than halfway through the period, still only 9 per cent of the projects have been reported as completed, with a further 24 per cent still under implementation. The progress in each sector is summarized below. Tables 1 and 2 show progress by sector and by country.

A. Roads and road transport

19. This sector recorded the greatest improvement in the level of information available. Progress was reported on 151 out of the programmed 233 projects (65 per cent), compared to only 82 projects monitored in 1985. Out of the 151 projects monitored, 39 have been completed and 58 are under implementation, for a sector implementation rate of 42 per cent.

Table 1. Updated programme of the second phase: 1986

Sector	Approved programme Conakry (1984)		Decisions of the fifth Conference of Ministers Harare, 1986		Updated programme (1986)	
			Projects deleted			
	No. of Projects	Cost (in millions of US$)	No.	Cost (in millions of US$)	No. of projects	Cost (in millions of US$)
Roads and road transport	236	5,098	4	28	232	5,070
Railways	84	5,617	5	1,296	79	4,321
Maritime transport	38	483	3	33	35	450
Ports	70	1,850	4	144	66	1,706
Air transport	94	923	2	103	92	820
Inland water transport	45	326	2	1	43	325
Multimodal transport	11	27	0	0	11	27
Total transport	578	14,324	20	1,605	558	12,719
Telecommunications	216	2,692	3	43	213	2,649
Broadcasting	121	716	2	43	119	673
Postal services	135	523	8	30	127	493
Total communications	472	3,931	13	116	459	3,815
Total programme	1,050	18,255	36	1,721	1,017	16,534

Table 2. Progress in the implementation of the second phase programme:1986

Sector	Total number of projects in programme (1986)	Number of projects monitored			Projects completed to date			Projects under implementation		
	Number	1984	1985	1986	1984	1985	1986	1984	1985	1986
Road	232	74	82	151	2	14	39	27	49	58
Rail	79	23	31	55	0	2	15	7	19	29
Maritime	35	3	0	2	0	0	1	0	0	1
Ports	66	18	22	31	0	0	1	4	14	23
Air	92	24	34	56	1	5	9	9	12	23
Inland water	43	5	7	14	0	0	1	3	3	5
Multimodal	11	2	4	5	1	1	2	0	2	2
Total transport	558	149	180	314	4	22	68	50	99	141
Telecommunications	213	38	102	116	2	12	13	19	45	60
Broadcasting	110	33	46	60	6	9	9	7	13	21
Postal	127	33	53	70	1	3	4	4	14	24
Total communications	459	104	201	246	9	24	26	30	72	105
Total programme	1,017	253	381	560	13	46	94	80	171	246

B. Railways and rail transport

20. The majority of projects so far implemented in this sector are regional projects. Out of the 55 projects monitored, 15 are reported completed, including only 3 national projects; 29 mostly national projects are reported as under implementation. Thus the sector records the highest implementation rate of over 80 per cent of the monitored sample projects. In terms of the programme, this represents an implementation rate of 56 per cent of the 79 projects.

C. Maritime transort

21. The projects in this sector remain the least implemented. Out of the 35 projects in the programme, monitoring information was available on only two: one project in Benin which is still under implementation, and a regional project, Feasibility study of a West and Central African Shipping Line, which has been completed.

D. Ports

22. A total of 31 projects were monitored, or 47 per cent of the 66 projects in the sector programme. Only one project is reported completed and 23 more are under implementation for an implementation rate of 36 per cent.

E. Air transport

23. The sector programme contains 92 projects. Monitoring information was obtained on 56 projects (61 per cent): 9 have been completed and 23 are still under implementation. This implies an implementation rate of 35 per cent.

F. Inland water transport

24. There has been a significant improvement in the level of information available for projects in this sector. Monitoring data was obtained on 14 out of the 43 programmed projects this year, compared to 7 in 1985. One project is reported completed and five are still under implementation.

G. Multimodal transport

25. This sector programme contained 11 projects. Monitoring information was obtained on five projects: two have been completed and two are still under implementation.

H. Telecommunications

26. Monitoring information was available on 116 out of 213 or 55 per cent of the projects in the programme. Out of these, 13 are reported completed and a further 60 are still under implementation, for a cumulative implementation rate of 34 per cent.

I. Broadcasting

27. Of the 119 projects in this sector programme, monitoring information was available on 60, up from 46 in last year's report. Nine out of the 60 projects are reported completed and 21 as under implementation at the end of 1986, for an implementation rate of 25 per cent.

J. Postal services

28. There has not been any significant improvement in the implementation of projects in this sector. Of the 70 projects in the monitoring sample, only 4 are reported as completed and 24 as under implementation. This represents a 22 per cent implementation rate in the sector total of 127 projects.

III. IMPLEMENTATION OF REGIONAL, SUBREGIONAL AND INTER-STATE LINK PROJECTS

A. Transport

I. Inter-State link projects

29. In previous annual reports, the importance of inter-State link projects to the success of the Decade programme was discussed in great detail. It should merely be re-emphasized that the ease with which the flow of traffic of goods and persons is effected among African countries shall largely depend on the extent to which regional, subregional and inter-State link projects are successfully implemented.

30. Unlike other projects, this category of projects has its specific characteristics and differences which need to be stressed, such as: (a) the high degree of co-operation and co-ordination among the countries involved in their implementation; (b) joint commitment in providing, seeking and/or guaranteeing the necessary funds and resources; (c) the special policy and procedural requirements of most financial/lending/donor agencies for joint submission of project funding requests, where more than one beneficiary is involved; and (d) the regular allocation of funds for regional/subregional projects (UNDP, EDF, etc.) which can only be utilized for project requests jointly submitted by all the countries involved and benefiting in the projects.

31. In the early period of the second phase programme, only little progress was made in the implementation of regional, subregional and inter-State link projects. An up-to-date review now shows some significant improvement in the implementation of this category of projects, which is generally acknowledged to be crucial for the physical integration of the continent in accordance with the objectives of the Lagos Plan of Action and the Final Act of Lagos.

32. Below is the status of implementation of the regional, subregional and inter-State link projects based on information partly provided by member States and partly gathered by the Commission.

(a) Regional projects

33. Only one of the regional road projects; ROP-60-003, prefeasibility study of the protection of the Benin-Togo-Ghana coast against erosion, was in progress. The total cost of the study ($US 0.45 million) has been fully financed.

34. Significant progress was made in the railway mode, in that 12 projects estimated at a total cost of $US 67.38 million were completed, while three others estimated at a cost of $US 309.0 million were in progress and one project was deleted.

35. In the maritime mode, only one project; SHP-60-019, feasibility study on the establishment of a multinational shipping line for West and Central African States, sponsored by MINCONMAR was completed. The cost of $US 0.13 million was funded by UNDP and ECOWAS.

36.With respect to ports, the study on the establishment of a dredging pool for the Eastern/Southern African ports was completed (HAP-60-006). The cost of $US 0.163 million was funded by the Dutch Government and member States of the Port Management Association for Eastern and Southern Africa. The project (HAP-60-008) on the development of a free zone in the port of Djibouti, estimated to cost $US 3.7 million, was in progress. External financing amounting to $US 1.5 million was provided by KFW of the Federal Republic of Germany.

37. One regional air transport project, AIP-60-006, feasibility study on establishment of a co-ordinated network of aircraft maintenance and overhaul centres, was completed at a cost of $US 0.5 million and was funded by ADB and Norway. Three other projects, AIP-60-003, 60-004 and 60-010, estimated at a total cost of $US 67.46 million, were in progress. About $US 51.44 million out of the total cost has been secured, with about 28.5 per cent and 71.5 per cent from external and local sources respectively.

(b) Transit-transport corridors

38. Mombasa-Nairobi-Uganda-Rwanda-Burundi: The study on the Gitega-Muyinga road in Burundi, ROP-05-001, was completed in 1986 with $US 0.64 million provided by ADB. Two railway projects, RAP-46-001 and -46-002, estimated at $US 9.1 and $US 34.71 million respectively were under execution. France had provided $US 9.0 million for the implementation of the former while India/FRG/ France/EEC have jointly provided $US 25.5 million for the execution of the latter.

39. The study of Lakes Tanganyika and Victoria and purchase of an additional ferry for Lake Victoria (INP-43-001) was in progress in 1986. The two feasibility studies on the construction of container terminals at Tororo, Kampala and Kasese (MMP-46-001) and on the establishment of a terminal at Kampala (MMP-46-002) were also in progress.

40. Dar-es-Salaam-Burundi-Rwanda: The Gitega-Muyinga road (ROP-05-001) is common to these two corridors and has been reported above. The study of the Nyanza Lac-Butambara road in Burundi has been completed at a cost of $US 2.0 million provided by the Libya Arab Jamahiriya. ROP-35-006, construction of the Rwanda section of the Rugombo-Bugarama road, is under execution with $US 0.85 million and $US 1.78 million provided by OPEC and the Rwanda Government respectively.

41. The engineering studies of a proposed railway link between Rwanda, Burundi and the United Republic of Tanzania has been completed at a cost of $ S 4.0 million funded by the Kagera Basin Organization (KBO). The expansion of the port of Dar-es-Salaam (HAP-43-001), estimated at a cost of $US 102.6 million, is in progress and a substantial portion of the financing ($US 90.9 million, i.e. $US 58.9 million external and $US 32.0 million local sources) has been secured. IDA/DANIDA/FINNIDA/Italy/Netherlands/NORAD/UK are all involved in the external financing of this project.

42. The construction of warehouses for Rwanda at Isaka in the United Republic of Tanzania (MMP-35-001) is in progress.

43. Dar-es-Salaam-Zambia: The study of the Mansa-Luwingu-Kasama road in Zambia (ROP-49-006) is under execution and the $US 1.1 million cost has been funded by BADEA. Four railway projects have been completed, i.e. RAP-60-020, construction of 43 villas at the new Kapiri Mposhi station; RAP-60-021, construction of miscellaneous goods warehouse at Dar-es-Salaam; RAP-60-023, construction of terminals at the new Kapiri Mposhi station for handling and storage of goods; and RAP-60-025, acquisition of signalling and telecommunications equipment. Two other railway projects on this corridor were in progress during the year, i.e., RAP-49-001, study of a proposed railway line between Mupulingu and Kasama; and RAP-60-013, purchase of 36 diesel electric mainline locomotives.

44. The expansion of the port of Dar-es-Salaam is common to several corridors and progress on it has been reported above.

45. Nacala-Malawi-Zambia: The studies on the construction of container terminals at Blantyre, Lilongwe and Balaka were completed by UNCTAD for Malawi at a cost of $US 3.4 million.

46. Beira-Zimbabwe-Zambia: No project was in progress on this corridor during 1986.

47. Maputo-Zimbabwe-Zambia: The study of the Zvishavane-Chicualacuala road in Zimbabwe (ROP-50-004) was under execution. The $US 0.3 million project was funded by Italy.

48. Maputo-Swaziland: No project was in progress on this corridor during 1986.

49. Lobito-Zaire-Zambia: The study of the Kaoma-Zambezi-Chavuma road (ROP-49-005) has been completed at a cost of $US 1.10 million funded by BADEA. The feasibility study of a proposed railway linking Chigola-Chililabombwe with the Angolan network (RAP-49-004) has been deleted.

50. Pointe-Noire - CAR - Chad: The improvement of the Bossembele-Bossangoa-Bedaoyo road (ROP-08-004) is in progress. Only $US 2.0 million of the estimated $US 22.52 million cost of the project has been funded by the International Bank for Reconstruction and Development (IBRD). The study of the Sibut-Sido Kaga-Bandoro-Sido-Chad road (ROP-08-006) has been completed at a cost of $US 2.0 million funded by IBRD.

51. The study of the expansion of the port of Pointe-Noire (HAP-11-001) is under execution. FAC/CCCE have provided $US 1.38 million and the Congo $US 0.62 million of the cost of the studies. Work is similarly in progress on the expansion of the port of Brazzaville and construction of secondary river ports. BADEA/FAC/ADB have provided $US 4.93 million, while the Congo has provided $US 3.5 million respectively for the project.

52. Douala-CAR-Chad: Two road projects, ROP-06-002, study of the Kribi-Yakadouma road and ROP-08-001, study of the Bossembele-Garoua Boulai road, have been fully financed by ADB ($US 11.0 million) and are currently under execution.

53. Realignment of the rail track between Douala and Yaounde (Esaka-Maloume section) (RAP-06-001), estimated at $US 300 million is under construction. France and 10 other countries have contributed $US 204 million, while Cameroon has provided $US 36 million towards the implementation of the project.

54. Port Harcourt (or Lagos) - Chad: No project was in progress on this corridor in 1986.

55. Lagos-Niger-Chad: The feasibility study on providing access to the sea for the Niger either through Dori-Niamey or Kano-Maradi link (RAP-60-010), completely funded by ECOWAS at about $US 0.15 million, was completed.

56. Cotonou-Niger: The study of the Seme-Cotonou-Godomey road and the third Cotonou bridge (ROP-03-003) has been completed at a cost of $US 0.6 million, secured from Kreditanstalt fur Wiederaufbau (KfW). The construction of the Dassa-Zoume-Parakou road (ROP-03-004), estimated at a cost of $US 42.9 million, has been completely funded and is in progress. BADEA/BOAD/ECOWAS/EDF have jointly provided $US 40.28 million, while Benin has provided $US 2.62 million for the implementation of the project.

57. The construction of warehouses for Mali at the ports of Dakar, Cotonou and Abidjan (HAP-28-001) is in progress. CCCE/BOAD/UNIFICO/Switzerland have provided $US 4.20 million and Mali $US 0.16 million for the implementation of this $US 8.0 million project. The purchase of a vessel (SHP-33-001) has been deleted.

58. Lome-Niger: Two road projects, i.e. construction of the Ouagadougou-Kaya-Dori (ROP-47-002) and construction of the Fada-Ngourma-Pama (ROP-47-003) roads, were in progress in 1986. IDA has provided $US 20 million and ADB/Norway have provided $US 13.0 million for the implementation of the former and the latter respectively. The construction of warehouses for the Niger at the ports of Lome and Abidjan and purchase of handling equipment (HAP-33-001) was in progress and only $US 1.8 million of the estimated $US 3.9 million cost has been secured.

59. Abidjan-Burkina Faso-Niger: The construction of the Ouagadougou-Tamboa-Tin Hrassan railway line, with current cost estimate of $US 121.0 million was in progress. The total funding of the project has been secured as follows: $US 89 million from external sources (ECOWAS/BOAD/BADEA/KfW) and $US 32 million from local sources. HAP-33-001 is common to more than one corridor and has been reported above. RAP-21-001 and RAP-21-002 have both been deleted.

60. Abidjan-Mali: The study of the Ferkessedougou-Ouagadougou-Mali border and the Ouangolodougou-Burkina Faso border roads (ROP-21-001) has been completed at a cost of $US 1 million secured from ADB/IBRD. The total financing ($US 20 million) for the construction of the Bamako-Bougouni road (ROP-28-004) has been secured from IDA/ADF/Switzerland ($US 18 million) and local sources ($US 2 million) and the project is under construction.

61. Studies for the interconnection of the Cote d'Ivoire and Mali railways (RAP-60-005) have been completed at a cost of $US 3.33 million funded by ECOWAS. RAP-21-001 and RAP-21-002 are common to two corridors and have been deleted (see para. 31 above). HAP-28-001 is common to several corridors and has been reported on in paragraph 29 above.

62. Dakar-Mali: Reconstruction of the Kolokani-Bamako road (ROP-28-001) was in progress. UNDP/UNCDF/UNSO have jointly provided $US 5.8 million (about 97 per cent of the total cost) for the implementation of the project. The engineering study of the Bamako-Kita-Keneiba-Senegal border road (ROP-28-008) has been completed at a cost of $US 2 million entirely funded by ECOWAS.

63. Studies have been completed and $US 10 million secured from KfW/CCCE/IBRD and $US 5 million from local sources for the construction of a container terminal at the port of Dakar (HAP-37-001).

Summary

64. A summary of the transit-transport corridors in 1986 shows that 8 road, 7 railway, 1 port and 1 multimodal transport projects were completed, while 11 road, 6 railway, 8 port, 2 inland water and 2 multimodal transport projects were under execution. Three railway and 1 maritime transport projects were deleted.

2. Trans-African highways

65. The Network: A detailed historical background and rationale for the existing and planned trans-African highways, including ECA's efforts over the years, was given in a previous report (E/ECA/TCD/24, paras. 68-72) and need not be repeated here. Below is therefore a description of activities which took place in 1986 with regard to the highways.

66. The African Highway Master Plan: During this reporting period, the terms of reference for the preparation of the African Highway Master Plan were finalized and submitted to TACOO for submission to potential donors.

67. Progress of Trans-African Highways in 1986: The Combined Meeting of Trans-African Highway Authorities was convened by ECA at Addis Ababa from 6 to 10 October 1986, at which the Authorities reviewed the progress of their respective Highways as indicated below and charted their future programmes and activities and decided to reactivate the Trans-African Highways Bureau that will operate within ECA.

(a) Cairo-Gaborone Trans-East African Highway (TEAH)

68. A pre-feasibility study of the whole Highway was in progress under the auspices of ECA and funded by CIDA. The study should be completed in 1986 or early 1987, provided the consulting firm, Delcanda International of Toronto, Canada, obtains the co-operation and assistance required from member States on time. The study should determine precisely the extent of missing links and other substandard segments that exist along the Cairo-Gaborone route and quantify the resources required to upgrade the highway to all-weather standard throughout. The interim report of the consultants, which covered the "southern" half of the TEAH, had revealed, in the meantime, that the highway is in very good condition in Botswana and Zimbabwe, while rehabilitation and reconstruction was required in Zambia and the United Republic of Tanzania.

69. As regards the facilitation of road travel and trade on the TEAH system, the three working groups created by member States to improve customs, immigration and traffic regulations and procedures have made some progress. The Immigration Working Group, headed by Kenya, had met and drafted a legal document which, when adopted, would enable member States to harmonize rules and procedures. Ethiopia, Chairman of the Working Group on Traffic Regulations, has prepared a standard traffic regulations draft for consideration by member States. Due to the recent restructuring of its national customs system, the Sudan, Chairman of the Working Group on Customs, had not had the opportunity to convene a meeting of its group, but will do so soon.

70. As concerns infrastructure improvement, especially the major missing links in the TEAH, these are found inside the Sudan, Ethiopia and Kenya. Efforts were being made to upgrade them, but progress would likely depend on availability of external aid.

(b) Lagos-Mombasa Trans-African Highway (TAHA)

71. The Governing Council of TAHA held its second extraordinary meeting during this reporting period and considered a number of pertinent issues.

72. An inventory of the TAH and its feeder links, financed by Belgium, was completed during this reporting period.

73. The Ministers of Zaire and the Central African Republic reported on efforts being made by their respective Governments to improve missing links in Zaire and the Central African Republic. Cameroon reported that its missing link has been made motorable (Foumban-Tibati, 300 km), although some work would still be required to meet TAHA standards.

74. Draft protocol inter-State treaties, agreements and other relevant legal instruments have been prepared to facilitate road travel along the TAH and its feeders. These would be considered and finalized by the Governing Council at its next meeting, scheduled to be held at Kinshasa in February 1987.

(c) Tripoli-Windhoek Trans-Central African Highway (TCAH)

75. The Co-ordinating Committee of Ministers of the TCAH held its second meeting during this reporting period, and considered various important issues.

76. In reviewing the progress of infrastructure development, the segment in the Congo (Brazzaville-Ouesso) had made substantial progress, while civil strife was continuing to hinder any progress inside Chad, where the major missing link in the TCAH exists.

77. The Committee decided that efforts be made by ECA to prepare the relevant document required to transform the TCAH Co-ordinating Committee into an Authority (TCAHA) in the very near future.

(d) Trans-Sahara Highway

78. The Trans-Sahara Highway Committee held an extraordinary meeting during the reporting period, under its current Chairman, Tunisia.

Current status

79. The Algiers-Lagos Trans-Sahara highway, which joins Algeria with Nigeria via the Niger, with spurs to Bamako in Mali, Niamey and Tunis in the north, has progressed much in Tunisia, Algeria and Nigeria, but substantial missing links still exist inside Niger and Mali. Shifting sands was the major maintenance problem in the "Sahara" segment of the Algiers-Lagos Highway while lack of water and suitable construction materials impeded progress of construction.

80. ECA was requested to assist in the revival and revitalization of the Trans-Sahara Highway Committee to provide member States with an improved opportunity to exchange opinions on the development of the Highway.

(e) Trans-West African Highway Network (TWAHN)

81. The legislative authority of the Trans-West African Highway Network (TWAHN), made up of the Dakar-N'Djamena Trans-Sahelian Highway and the Lagos-Nouakchott Trans-Coastal Highway met under the current Chairman of ECOWAS, Nigeria.

82. The network had made substantial progress in Benin, Chad, Cote d'Ivoire, Ghana, Guinea, Mali, Nigeria and Senegal.

83. Member countries indicated that co-ordination meetings of the TWAHN were not being organized by ECOWAS on a regular basis and requested ECA to provide assistance to member countries to improve co-ordination.

84. ECOWAS has achieved a lot of success in facilitating travel and trade by road in the West African subregion, including the ECOWAS "Brown Card" relating to motor vehicle third party liability insurance and others, such as the protocols on harmonization of highway legislation and regulation of inter-state transportation and transit.

(f) Trans-African Highways Bureau

85. During the Combined Meeting of all the Trans-African Highway Authorities held at Addis Ababa during this reporting period, member countries agreed to re-establish the Trans-African Highway Bureau under the auspices of ECA, so that it would provide secretariat and technical services to all Trans-African Highway Authorities as an efficient and cost-effective arrangement, in lieu of individual secretariats for each Authority.

3. Optimum development of air services

86. AFCAC has prepared a plan for the implementation of recommendations of the ECA/AFCAC study on the optimum development of air services in Africa. This plan comprises a series of actions and measures designed for the short, medium and long term. They apply to airlines, States and subregional organizations. In the short term, the plan provides for, inter alia, the development of trade co-operation, the implementation of a tariff policy, the establishment of clearing houses at the subregional level in order to facilitate the transfer of the revenue of airlines, the liberalization of traffic rights, improvement in airport facilitation and the development of tourism infrastructure.

87. The medium term will be devoted, inter alia, to the creation of multinational or jointly operated airlines at the subregional level, diversification of the activities of airlines and the development of air services within the framework of the AFRAA circuit. As for the long term, the plan provides that regional organizations continue actions undertaken over the short and medium term so as to co-ordinate the activities of subregional entities.

88. This plan and execution st ategy was defined as follows:

(a) AFCAC should, in collaboration with OAU, ECA and AFRAA, be responsible for the execution of the plan;

(b) The usual methods and procedures of subregional organizations, in their relations with States, should be used to the maximum to implement measures and actions provided for in the plan (for instance, through follow-up correspondence, consultations and fact-finding/evaluation missions to States and airlines);

(c) The Air Transport Technical Committee must fully play its assigned role and organize, at all levels required, all necessary meetings (restricted groups of expert meetings at the subregional level or on a specific issue) and meetings of the whole with the participation of all parties involved in the subregional plan and, if need be, at the regional level. The main objective of such meetings is to enable States and airlines to get down to work, pursuant to this plan, in order to enhance the optimum development of air services in Africa;

(d) According to a recommendation of the Committee adopted during its first meeting, the financing of all these meetings and related activities (mainly their preparation) must be provided for in the budget of the ECA Transport, Communications and Tourism Division;

(e) In addition to the financing of studies that AFCAC has already included in the second phase of the UNTACDA programme, supplementary resources for additional studies in this plan must be sought for both within the framework of this programme and from other financing sources such as ADB, UNDP, ACP/EDF or from certain donor countries;

(f) Lastly, AFCAC, in collaboration with ECA and, if need be, with ICAO, could request the services of a high-ranking expert to co-ordinate and monitor the implementation of the plan.

Air Freedoms

89. The Air Transport Technical Committee, set up pursuant to the Mbabane Declaration, met for the second time in Addis Ababa from 30 June to 2 July 1986. The agenda included consideration of the problems of traffic rights, collection and nature of data needed for the development of air transport, routes necessary for the economic and physical integration of Africa, the ECOWAS study on air transport and the promotion of multinational airlines and joint operation of routes. Participants recalled that political authorities had already expressed their willingness to create a pan-African airline and that the mission of this committee was to follow up the political decisions in order to translate them into concrete actions.

90. The Committee therefore adopted an approach designed to:

(a) Encourage the AFRAA/AFCAC approach on the standardization of personnel licensing procedures, aircraft airworthiness certification and other civil aviation legislation;

(b) Encourage commercial co-operation among airlines;

(c) Identify problems needing solutions prior to the creation of subregional airlines and make suggestions on how to solve them;

(d) Involve members of the committee in subregional studies so that they can give technical advice when the project is implemented and finally presented to the various users.

B. Communications

1. Pan-African Telecommunications Network (PANAFTEL)

91. As a means of improving the poor communications within and between African countries, the OAU Council of Ministers in resolution CM/Res.404 (XXIV) endorsed the establishment of the Pan-African Telecommunications Network (PANAFTEL) which aims at extending and interconnecting national telecommunications networks to form a continental system. This same resolution established the PANAFTEL Co-ordinating Committee whose membership consists of the OAU, ECA, ITU, ADB and PATU, and entrusted it with the responsibility of monitoring and supervising the implementation of the PANAFTEL network.

92. On the proclamation of the United Nations Transport and Communications Decade for Africa, the Pan-African Telecommunications Network (PANAFTEL) project was incorporated into the Decade programme as the principal activity in the telecommunications subsector.

93. The catalytic effect of good communication facilities on the process of development, especially on the food and agriculture sector, is well recognized. Indeed, in Africa's Priority Programme for Economic Recovery, the transport and communications sector has been identified as an essential supportive sector for the improvement of the food situation and the rehabilitation of agriculture development in Africa.

(a) Status of implementation of the PANAFTEL Network

94. With regard to the implementation of the network, satisfactory progress has been made and continues to be made in West and Southern Africa. This state of affairs is due to the considerable assistance given to member States by regional and international organizations such as ECOWAS and SADCC. These organizations galvanized the efforts of member States and provided the necessary support for finding solutions to problems of cross-border links. For example,

in West Africa, nine inter-country links are operational and most of the rest are under construction. In Eastern and Southern Africa, the completion of the Botswana-Zimbabwe link and that between Zambia and the United Republic of Tanzania has established terrestrial communication facilities from Ethiopia to Botswana. The comparatively good communication links in North Africa have been reinforced and made more reliable. The Central African region has, however, lagged behind the other regions in the implementation of the PANAFTEL Network because of delays. It is hoped that the newly established Economic Community for Central African States (ECCAS), with the assistance of the Central African Conference of Posts and Telecommunications Administrations (CAPTAC), would be an engine for promoting the implementation of the PANAFTEL Network.

95. In the field of operations emphasis was placed on maintenance activities in order to prolong the life of equipment installed and to ensure the quality of service offered. In this connection, ITU and PATU mounted programmes to assist member States to achieve a well-maintained network. One of such major programmes is the national plan for the improvement of maintenance in which ITU, with financial support of ADB and UNDP, has assisted member States to formulate national maintenance plans.

96. In the face of present economic difficulties confronting member States, the progress achieved so far in the implementation of the PANAFTEL Network represents huge investment and sacrifice made by member States and is a demonstration of their commitment to the project. Member States are, however, not reaping the full benefits of their investment because of the low level of utilization of the installed network. Intra-African traffic that could pass over the network continued to be transited through centres outside Africa with serious financial, economic and social consequences that Africa can ill-afford in addition to the negative implications already resulting from the above-mentioned underutilization of the existing equipment.

97. The reported causes of the continued underutilization are principally lack of bilateral agreements for terminal and transit traffic, the problem of regionally acceptable tariffs, in spite of efforts made in certain regions, operational and maintenance problems relating in particular to financing of spare parts and fuel supplies, lack of commitment for effective utilization of the completed and operational PANAFTEL Network, reluctance to changes in traditional traffic routing patterns resulting from, among others, certain deep rooted historical relationships.

(b) Approaches to improving the PANAFTEL network

98. It is suggested that member States should be encouraged to take action to eliminate all constraints that prevent the full utilization of the installed network. Members of the PANAFTEL Co-ordinating Committee have, within their respective domains, agreed to take similar action. In this connection, it is indispensable that the member States as well as international and regional organizations concerned be provided with the necessary resources to enable them to promote this activity.

99. It is hoped that the African Telecommunications Development Conference called for by the fifth Conference of African Ministers of Transport, Communications and Planning would provide the appropriate forum for the decision makers in the field of telecommunications in Africa to examine in detail the problems that impede the implementation and effective utilization of the installed PANAFTEL Network.

100. In terms of regional co-operation, ECA continued to follow up technical co-operation programmes with the Government of Brazil on the improvement of the PANAFTEL. It is expected that in 1987 a workshop for traffic managers on the problems of operations and maintenance of the network will be organized by the Brazilian Telecommunication System. In addition, special efforts are being made by Brazil to offer fellowships in order that African technicians may participate in specialization courses in Brazil or that Brazilian experts may be sent to Africa.

2. Regional African Satellite Communication System (RASCOM)

101. The year 1986 could be regarded as the turning point in Africa's efforts to establish an African regional satellite communications system. The mandate of the Inter-Agency Co-ordinating Committee (IACC) as the supervisor of the RASCOM feasibility study project was reaffirmed by the Conference of African Ministers of Transport, Communications and Planning at its fifth meeting held in Harare, Zimbabwe in March 1986 when it approved the recommendations of the IACC on the financing and management of the project.

102. Throughout the year, the IACC continued its work towards the start of the feasibility study. It held three meetings at which several key decisions were made.

103. The eleventh meeting of the Co-ordinating Committee, held in Addis ababa, Ethiopia in February 1986, made the following recommendations: to the Conference of African Ministers of Transport, Communications and Planning:

(a) That the United Nations Development Programme (UNDP) be admitted as the tenth member of the IACC;

(b) The modalities, work breakdown and organizational structure for the implementation of the study;

(c) Confirmation of the strategy to mobilize financing for the project mostly from African Governments and other independent non-tied sources;

(d) Role of the sponsoring countries and financing institutions in the conduct of the study; and

(e) Establishment of the project office at the Geneva headquarters of the International Telecommunication Union (ITU), the IACC member which is the technical co-ordinator of the project.

104. At the twelfth meeting, also held in Addis Ababa in July 1986, the IACC further refined the framework for the project office, elaborated the job descriptions for the director and senior experts for the project, and drew up a strategy for advertising the posts.

105. The selection of the project director and senior experts was initiated at the thirteenth meeting in November 1986 and the process was completed in January 1987. The project office became operational in the same month.

106. With regard to funding, the $US6 million estimated cost of the project is almost oversubscribed. Although only $US 0.6 million or 10 per cent is now in the project funds provided by UNDP and ITU, there have been the following pledges:

(a) $US 3 million ADF loan taken by Zimbabwe;

(b) $US 0.5 million ADF loan taken by Ethiopia;

(c) $US 1.9 million from UNDP;

(d) $US 1.0 million from Italy (conditional);

(e) $US 0.5 million (1 million DM) from the Federal Republic of Germany (to be available after January 1987).

107. Thus, by the end of 1986, the project was ready to commence. It is expected that the study will be completed within 18 months of the starting date. Therefore, if all goes well, by the end of the UNTACDA programme in 1988, the African Governments would have made a decision on whether or not to launch the RASCOM.

3. Manpower development in communications

108. Human resources being a priority in Africa's Priority Programme for Economic Recovery, ECA is now concentrating on projects dealing with the enhancement of managerial capabilities in the communications sector.

109. Under General Assembly resolution 38/150 of December 1983 on the Transport and Communications Decade in Africa, ECA is carrying out studies on manpower and training surveys in communications and transport. To avoid duplication of efforts and to ensure maximum effectiveness, these studies in communications are being undertaken in close collaboration with ITU, UPU and UNESCO.

110. In the telecommunications sector, ECA and ITU are jointly executing the manpower and training needs surveys and updating those that have already been completed through surveys or preparation of countries' master plans. The two organizations intend to maximize the utilization of the studies, particularly the joint preparation of national and subregional training projects. In addition, ECA has planned in its 1988-1989 work programme the review of existing policies and projects in Africa, designed to promote the manufacture of telecommunications equipment.

4. Training

111. Assistance in the field of training was provided by various regional and subregional organizations. This took the form of assistance to regional training institutions, the organization of seminars or workshops and the provision of instructors. The list of seminars or workshops includes the following.

(a) Assistance to ESMT Dakar under project RAF/79/039 ;

(b) Preparatory assistance for AFRALTI under project RAF/85/028;

(c) ITU's training activities in Africa, i.e.:

(i) - 27 missions for training assistance, manpower plans, preparation of training project documents;

(ii) - 5 training development workshops organized;

(iii) - 1 instructor-training workshop organized;

(iv) - Organization of two regional training meetings for Anglophone countries in Mbabane and for Francophone countries in Abidjan;

(v) - Papers presented at six major conferences/seminars;

(vi) - Participation in GAS 9 meetings (Dakar) contributing to the human resource chapters in the Senegal case study;

(vii) - Interregional training meeting in Vancouver with 19 participants from Africa.

(d) Seminar on PANAFTEL Maintenance, Abidjan (24-28 February 1986);

(e) Seminar on digital techniques during the Mbabane ARTC meeting;

(f) Conference on management of human resources, Yaounde;

(g) Broadcasting workshop, Harare, under project RAF/81/009.

IV. INTERNATIONAL SUPPORT AND CO-OPERATION FOR UNTACDA

112. A review of the extent to which international support and co-operation has been accorded the second phase of the UNTACDA Programme by the end of 1986 shows that while reasonable progress has been achieved in general, much remains to be done in order to fully implement the programme.

113. Basically, slow economic recovery in the industrialized donor countries, coupled with other economic and financial problems, continued to adversely affect their capacities and willingness to grant loans and assistance, or to effectively participate in the implementation of the programme.

114. The entire second phase programme now consists of some 1,017 projects, estimated at a total cost of $US 16,534 million. So far, only $US 4,643 million or 28 per cent of the total cost has been secured as of the end of 1986. An analysis shows that $US 2,685 million (i.e., 58 per cent of the secured funds) was from external sources, while the balance of $US 1,958 million (42 per cent) was provided by African countries themselves. Thus, in spite of the serious economic and other problems which beset Africa and have actually resulted in economic decline in most African countries, the member States have continued to devote a substantial part of their meagre resources to the programme.

115. On the basis of information provided by member States and obtained from other sources, the summary table 3 below has been prepared. It shows, among other things, the number of projects which have attracted financing, the external and local financing secured and the overall modal percentages.

116. ECA has continued to explore ways and means of financing the UNTACDA projects. It will be recalled that nine technical consultative meetings were organized whose results, though positive in certain respects, fell short of expectations. It was, therefore, felt necessary to adopt a new approach to mobilize resources for the programme. A new approach, known as co-financing, has been adopted. It enables the financing of a project from more than one source. The co-financing meetings differ from the technical consultative meetings in scope of activities, focus of attention, commitment and outlook.

117. During the period under review, ECA has organized a co-financing meeting for projects in the Central African transport corridors (Pointe-Noire, Congo from 3 to 5 November 1986). The objective of the meeting was to enable the four countries in the subregion, namely, the Congo, Cameroon, Chad and the Central African Republic to collectively present to the financial institutions and donor countries their transport corridor projects for consideration for financing.

118. A total of 20 projects estimated at CFAF 129 billion were presented to the co-financing meeting. Six of the 20 projects were located in the Congo and the total cost of these projects was CFAF 41.9 billion. The financial institutions and donors indicated interest in five of the six projects. In terms of cost, this represents CFAF 36.5 billion out of CFAF 41.9 billion or over 80 per cent.

Table 3: Summary of UNTACDA projects that have attracted financing, by sector

Sector	Total number of projects in plan: Number	Total number of projects in plan: Cost (in millions) $US	Financing secured 1984-1986: No. of projects financed	Financing secured 1984-1986: External financing (in millions) $US	Financing secured 1984-1986: Local financing (in millons) $US	Financing secured 1984-1986: Total financed (in millions) $US	Financing secured 1984-1986: % of cost financed
Road	232	5,070	94	659	392	1,051	21
Rail	79	4,321	47	1,393	728	2,121	49
Maritime	35	450	2	3	-	3	8
Ports	66	1,706	24	273	402	675	40
Air	92	820	33	78	83	161	20
Inland wateer	42	325	6	6	21	27	8
Multimodal	11	27	4	9	-	9	33
Total transport	558	12,719	210	2,421	1,626	4,047	32
Telecommunications	213	2,649	58	219	283	502	20
Broadcasting	119	673	29	32	29	61	9
Postal	127	493	28	13	20	33	7
Total communications	459	3,815	115	264	332	596	16
Total programme	1,017	16,534	325	2,685	1,958	4,643	28

119. Concerning Chad, interest was expressed in three out of the five projects presented, estimated at CFAF 4.9 billion or about 70 per cent of the total cost of CFAF 6.9 billion. One regional project estimated at CFAF 3 billion also received favourable interest from donors.

120. In summary, interest was shown in nine projects totaling about CFAF 45 billion or 35 per cent of the total cost of projects presented at the co-financing meeting. The reaction of the participants to this meeting, the first of a series planned for some of the 14 land-locked African countries, was generally positive. In fact, the situation could have been better if all the beneficiary countries had been present during the meeting. ECA is encouraged to continue with efforts to organize similar meetings for financing the UNTACDA projects.

121. During the period under review, various donors and financial institutions provided financial support for the development of transport and communications in Africa. Since it was not possible to obtain all information on contributions, what follows below is only partial and incomplete.

122. The World Bank provided $US 261.8 million for transport and communications projects in Africa, out of which $US 215.3 million was for transport and $US 46.5 was for communications. When compared with the resources provided by the Bank for the sector during the 1984 and 1985 fiscal years, it shows a decrease of 56.0 and 50.0 per cent respectively.

123. For the projects financed by the World Bank, additional co-financing was provided by the African Development Bank amounting to $US 64.1 million; Caisse centrale de co-operation economique $US 45.8 million; European Development Fund $US 39.4 million; Overseas Economic Co-operation Fund $US 29.2 million; Japan $US 20.0 million; Saudi Fund for Development $US 13.2 million; European Development Fund $US 10.6 million; European Investment Bank $US 8.7 million; Arab Bank for Economic Development in Africa $US 7.6 million; Norway $US 6.9 million; West African Development Bank $US 4.2 million; Swiss Development Cooperation $US 4.0 million; United Nations Development Programme $US 22 million; Denmark $US 2.0 million; World Food Programme $US 1.9 million; United Nations Sudano-Sahelian Office $US 0.6 million; Funds d'aide et de co-operation, and France 0.4 million.

124. The Arab Bank for Economic Development in Africa provided $US 22.67 million for transport projects in Africa, for which $US 22.42 million was for road construction and $US 0.25 million for river ports study. The total financing provided by the Bank reflects a decrease of 59.1 and 32.0 per cent from that of 1983 and 1984 respectively.

125. The Organization of Petrolieum-Exporting Countries provided $US 15.1 million, out of which $US 7.1 million was for road rehabilitation and construction and $US 8.0 million for railway rehabilitation. For these projects, co-financing was provided by the Saudi Fund for Development $US 3.0 million, Italy $US 28.0 million and IDA $US 4.6 million.

126. The United Nations Development Programme, in addition to the co-financing with the World Bank, has continued to finance the UNTACDA Co-ordination Unit in ECA and to provide financial support for the development of transport and communications in Africa within the framework of the Third Programming Cycle programme (1982-1986).

V. SPECIAL DEVELOPMENT, ISSUES AND PROBLEMS OF SIGNIFICANCE DURING THE YEAR

127. The year 1986 witnessed several significant developments that affected or are related to the implementation of the second phase Decade programme. The drought and the economic crisis which had preoccupied African countries and the international community in the previous years continued to be a major preoccupation during this year too.

128. In Africa's Priority Programme for Economic Recovery, transport and communications have been recognized as key elements. The emphasis on maintenance and rehabilitation, training and technical assistance, inter-State links, regional and subregional projects given in the second phase programme are now becoming a reality.

129. The General Assembly's Ad Hoc Committee on the Critical Economic Situation in Africa reported in 1986 that the development of transport and communications focused on maintenance and development of feeder, access and service roads; rehabilitation and maintenance of existing transport and communications modes; utilization of labour-intensive techniques in the construction and maintenance of transport infrastructure; and production of spare parts, overhaul, repairs and maintenance of public vehicles and equipment.

131. The fifth meeting of the Conference of African Ministers of Transport, Communications and Planning held in Harare in March 1986 endorsed the new concept of co-financing approach to raise funds for the Decade projects. The first co-financing meeting for projects in the Central African subregion to open land-locked countries of the Central African Republic and Chad i.e. for the trans-equatorial and trans-Cameroonian corridor, was held in Pointe-Noire, Congo, in November 1986.

132. The Fourth Programming Cycle (1987-1991) of the United Nations Development Programme has categorized transport and communications as one of the four priority areas for future development efforts in Africa. Financial resources are earmarked for projects under formulation in the area of human resource development, transport and communications industry development, and improvement of non-physical barriers in movement of goods within the region.

133. The Preferential Trade Area of Eastern and Southern African States (PTA) in 1986 had identified a number of projects in roads, railways and telecommunications which are of importance to trade. The PTA has submitted some of the identified projects to potential international financing institutions and donor countries. With regard to non-physical barriers to the movement of goods and persons, PTA member States have approved the Roads Customs Declaration Document (RCTD) and the PTA Third Party Motor Vehicle Insurance System covering the subregion.

Conclusion

134. While this report is not an evaluation of the second phase of the UNTACDA programme, it is apparent that while reasonable progress has been made, especially during the last two years in the implementation of the programme, much remains to be done. However, based on the information currently available and shown in this report, only 94 projects (9 per cent) and another 264 (26 per cent) have been completed and are under execution respectively. Given the fact that less than two years remain before the programme period runs out, only a very determined and sustained effort during the remaining period could enable an overall implementation of even 50 per cent of the programme.